



## 3.0 Project Description

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## 3.0 PROJECT DESCRIPTION

### 3.1 PROJECT LOCATION AND SETTING

#### 3.1.1 PROJECT LOCATION

The Inn at the Village is located in the Town of Mammoth Lakes, California (Town). The Town is located in the southwest portion of Mono County, on the eastern side of the Sierra Nevada mountain range; refer to Exhibit 3-1, Regional Vicinity. The project site is situated in the developed area of North Village (NVSP area) within the northwestern portion of the Town; refer to Exhibit 3-2, Site Vicinity. The project site is specifically located at 50 Canyon Boulevard, to the west of Minaret Road, north of Main Street/Lake Mary Road, and east of Canyon Boulevard. Regional access to the site is provided via U.S. Highway 395 to State Route 203 (Main Street).

#### 3.1.2 PROJECT SETTING (EXISTING CONDITIONS)

##### EXISTING ON-SITE CONDITIONS

The proposed project is the last phase (Building C) of a three-phase development (8050 project). The first two phases (Buildings A and B) of the 8050 project have been completed, as well as the 136-space parking structure that would serve Buildings A, B, and C. The project site would be located atop the parking structure podium<sup>1</sup>, adjoining the existing Building A (located along Canyon Boulevard to the northwest) and Building B (located along Minaret Road to the north).

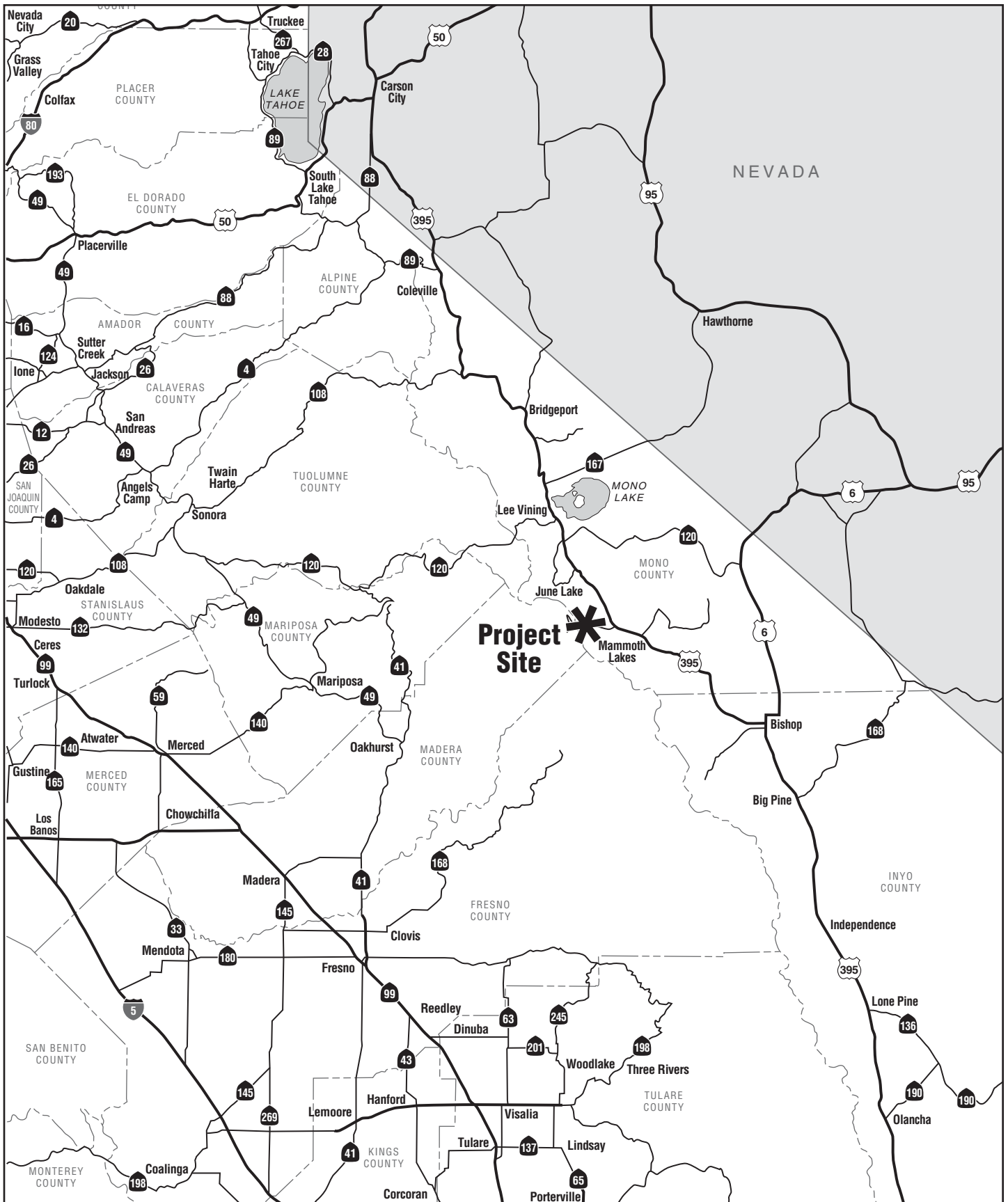
The existing Buildings A and B of the 8050 project consist of two resort lodging buildings comprised of 28 units with 57 bedrooms. Further, the ground floor commercial along Minaret Road in Building B totals 3,335 square feet of commercial space and includes an on-site fine dining and catering enterprise (Toomey's). The existing Buildings A and B also include a roof-top fitness room and jacuzzi terrace and related site and landscaping improvements.

##### EXISTING GENERAL PLAN AND ZONING

According to Figure 3, *Neighborhood Character Map*, of the *Town of Mammoth Lakes General Plan 2007* (2007 General Plan) the project site is within the North Village District. District boundaries are based on the 1987 General Plan Planning Districts and are defined by existing development, patterns of vegetation, topographic features, circulation patterns, and the relationships of land uses. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element of the 2007 General Plan.

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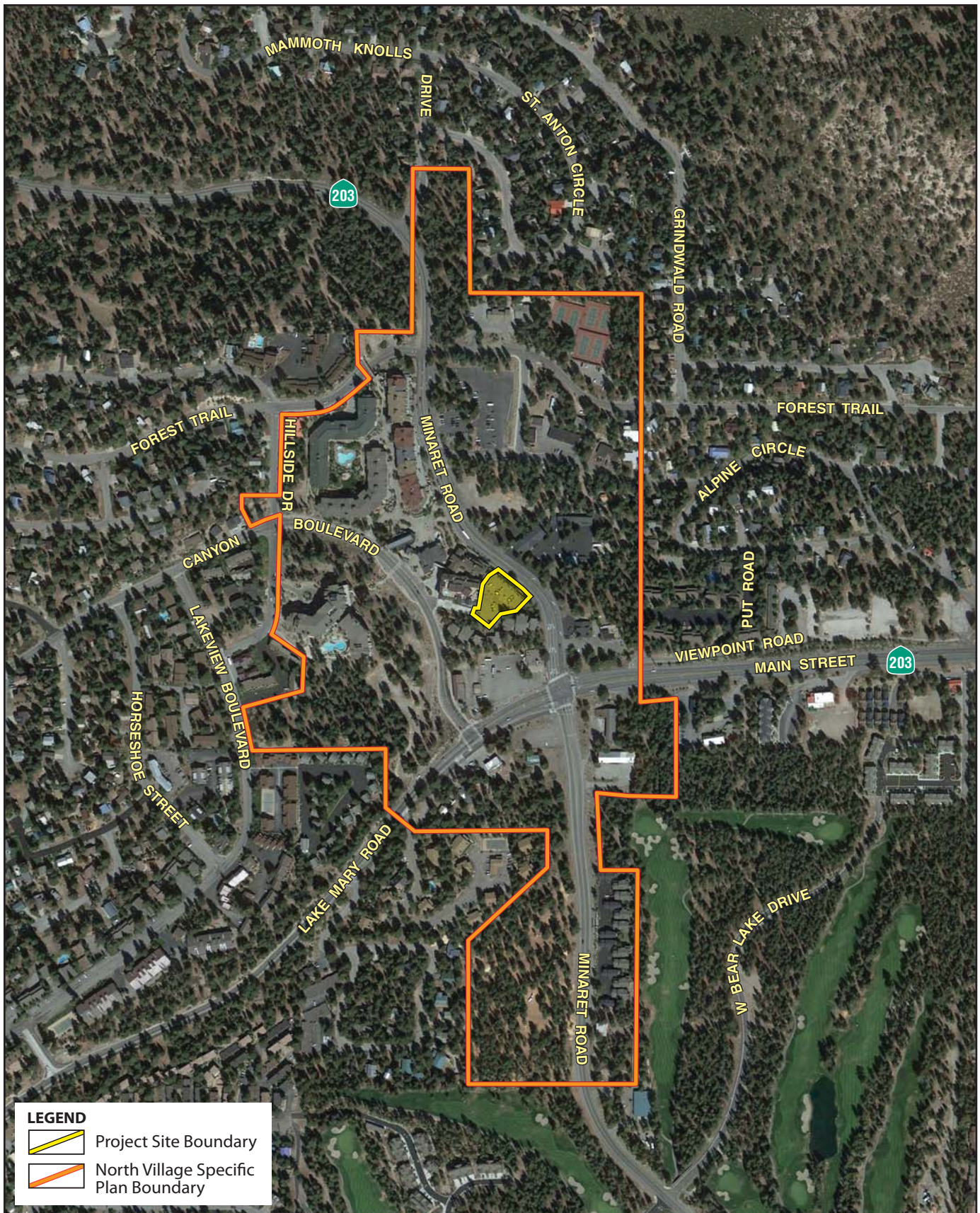
<sup>1</sup> A podium is a platform that is used to raise something to a short distance above its surroundings. In the case of the existing on-site parking structure, the roof of the parking structure is above-grade and is referenced as a "podium" for the purposes of this analysis.



NOT TO SCALE







Source: Google Earth Pro aerial, 2013.

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The project site is zoned North Village Specific Plan (NVSP), Resort General (RG), according to the Town's Official Zoning Map and the North Village Specific Plan Zoning. The NVSP was originally adopted in 1991 and subsequently amended in 1994, 2000, January 19, 2005, May 21, 2008, and October 7, 2009. According to the 2007 General Plan, the NVSP is intended to create a visitor-oriented entertainment retail and lodging district anchored by a pedestrian plaza and a gondola connection to Mammoth Mountain Ski Area.

The NVSP area is primarily comprised of urban development, including hotels, restaurants, visitor-oriented and general commercial operations, professional offices, condominiums, single-family homes, and community facilities.

## SURROUNDING LAND USES

The land uses surrounding the project site are:

- North: Buildings A and B of the 8050 project adjoin the project site to the northwest and north, respectively. These resort lodging buildings are zoned NVSP RG. Commercial and retail uses within the Village Plaza and the Mammoth Mountain Village Gondola are located further northwest of the project site (west of Minaret Road and east of Canyon Boulevard). These commercial and retail uses are zoned NVSP, Plaza Resort (PR).
- East: Minaret Road forms the northeast boundary of the project site. Hotel, vacation condominium rentals, and restaurant uses are located directly across Minaret Road to the northeast and southeast. The land uses to the east are also within the North Village Planning District and are zoned NVSP RG.
- South: Fireside at the Village condominiums adjoin the project site to the south and are zoned NVSP RG. A commercial building (previously Whiskey Creek Restaurant and now solely occupied by Mammoth Brewing Company) and surface parking are located further south of the project site. The zoning is NVSP, Mammoth Crossing (MC).
- West: The Westin Monache Resort and surrounding vacant land uses are located directly across Canyon Boulevard, west of the project site. These properties are also zoned NVSP PR.

## 3.2 BACKGROUND AND HISTORY

The NVSP was adopted in 1991 and has been amended several times. The NVSP establishes development regulations for approximately 64 acres located around Minaret Road, Main Street/Lake Mary Road, and Canyon Boulevard. The intent of the NVSP is to develop a cohesive, pedestrian-oriented resort activity node, and to provide a year-round focus for visitor activity within the town. The *Final Environmental Impact Report North Village Specific Plan* (1991 PEIR), dated February 1991, was certified along with the adoption of the NVSP in 1991. In 1994, the *North Village Specific Plan Environmental Impact Report Addendum* (1994 PEIR Addendum), dated May 1994, was prepared for an amendment to the NVSP, and in 2000, the *Subsequent Program Environmental Impact Report for the North Village 1999 Specific Plan Amendment* (1999 SPEIR), dated October 13, 2000, was certified for an update to the NVSP. The most recent amendment to the NVSP was in 2009 for the Mammoth

Crossing Project (Mammoth Crossing), which established tailored development standards (e.g., density, height, setbacks, lot coverage) for certain NVSP properties. As part of that effort, the Town also prepared the North Village District Planning Study, which was accepted by the Town Council in July 2009.

Several projects have been approved under the NVSP, resulting in the development or redevelopment of various properties in the area. One of these projects is the 8050 project (encompassing the project site), which consists of a three-phased development. The certified 1999 SPEIR was found to adequately cover and address the 8050 project. The first two phases of the 8050 project, Buildings A and B, have been completed, as well as the parking structure that would serve all three phases, Buildings A, B, and C. On April 27, 2005, the Planning Commission of the Town of Mammoth Lakes approved Tentative Tract Map 36-229 and Use Permit 2005-01, which approved Building C, the third and final building in the 8050 complex. The requisite building permit was subsequently issued by the Town to allow for construction of the approved Building C, which totaled 41,134 square feet and included 21 residential condominiums with a total of 33 bedrooms. The proposed Inn at the Village project is a redesign of Building C.

### 3.3 PROJECT CHARACTERISTICS

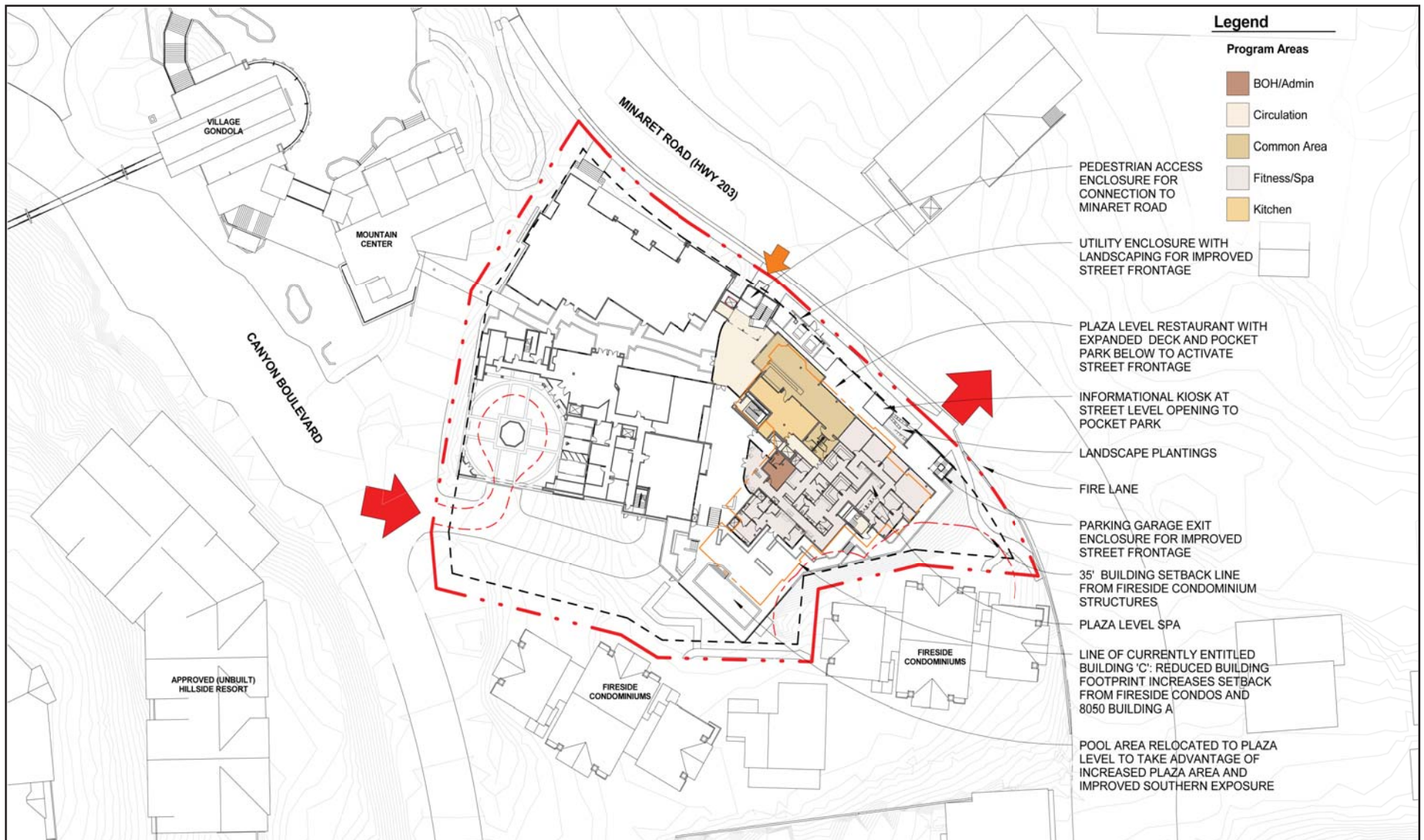
#### 3.3.1 PROJECT DESCRIPTION

The project proposes a seven-story hotel that includes hotel rooms, food and beverage, spa, outdoor pool/jacuzzis, and landscaping elements; refer to Table 3-1, *Proposed Land Uses*, and Exhibit 3-3, *Preliminary Site Plan*. The hotel, totaling 64,750 gross square feet of buildable floor area, would consist of a maximum lodging room count of up to 67 rooms. The project would be built on top of the existing parking podium.

**Table 3-1  
Proposed Land Uses**

Land Use	Size (square feet)
Hotel <sup>1</sup>	34,840
Accessory Uses (e.g., spa, food and beverage, lobby, circulation, etc.)	29,910
<b>Total Project</b>	<b>64,750</b>
Notes: 1. The hotel proposes up to 67 rooms that would be approximately +/- 520 square feet per room.	

The project proposes to amend the approved 8050 project to address the current performance deficiencies in the existing 8050 project and the NVSP area. The project would necessitate three amendments to the NVSP: (1) an increase in the allowable development density for the project site, including allowing a transfer of 30 rooms from the Mammoth Crossing site (MC zone); (2) an increase in the allowable building height; and (3) a reduction in the required front yard setbacks along Minaret Road. The current Application would supersede the approved 8050 project and seek entitlement/permitting for a proposed hotel (with the requisite market requirement to retain flexibility with respect to ownership structures [e.g., traditional hotel, condominium-hotel, etc.]).



Source: Bull Stockwell Allen, May 22, 2014.

NOT TO SCALE





The following list summarizes the components of the project:

### Density

The maximum allowable building density within the NVSP RG zone is 55 rooms per acre. The 8050 property is 79,798 square feet or approximately 1.83 acres, yielding an allowable density of 101 rooms at 55 rooms per acre<sup>2</sup>. The existing Buildings A and B of the 8050 project include 28 units with an overall total of 57 bedrooms, and the existing commercial in Building B equates to seven rooms. Therefore, a maximum of 37 rooms would be allowed for Building C without a density amendment to the NVSP.

- Given the project's maximum room count of up to 67 rooms, the project proposes a zoning amendment for the shortfall of 30 bedrooms and not including commercial space towards the maximum allowable building density. However, this deficiency is proposed to be mitigated by way of density transfer of a like-kind number of bedrooms from the nearby Mammoth Crossing property that is also owned by the project Applicant. This density transfer requires an amendment to the NVSP because density transfers are not currently permitted between zones (i.e., from the MC zone to the RG zone). The 8050 project would have a maximum density of 72 rooms per acre pursuant to a density transfer of 30 rooms from the Mammoth Crossing property. As such, there would be no net increase in development density in the overall NVSP area associated with the project. The proposed NVSP amendments would ensure that the density transfer would occur prior to development of the proposed project.

### Building Heights

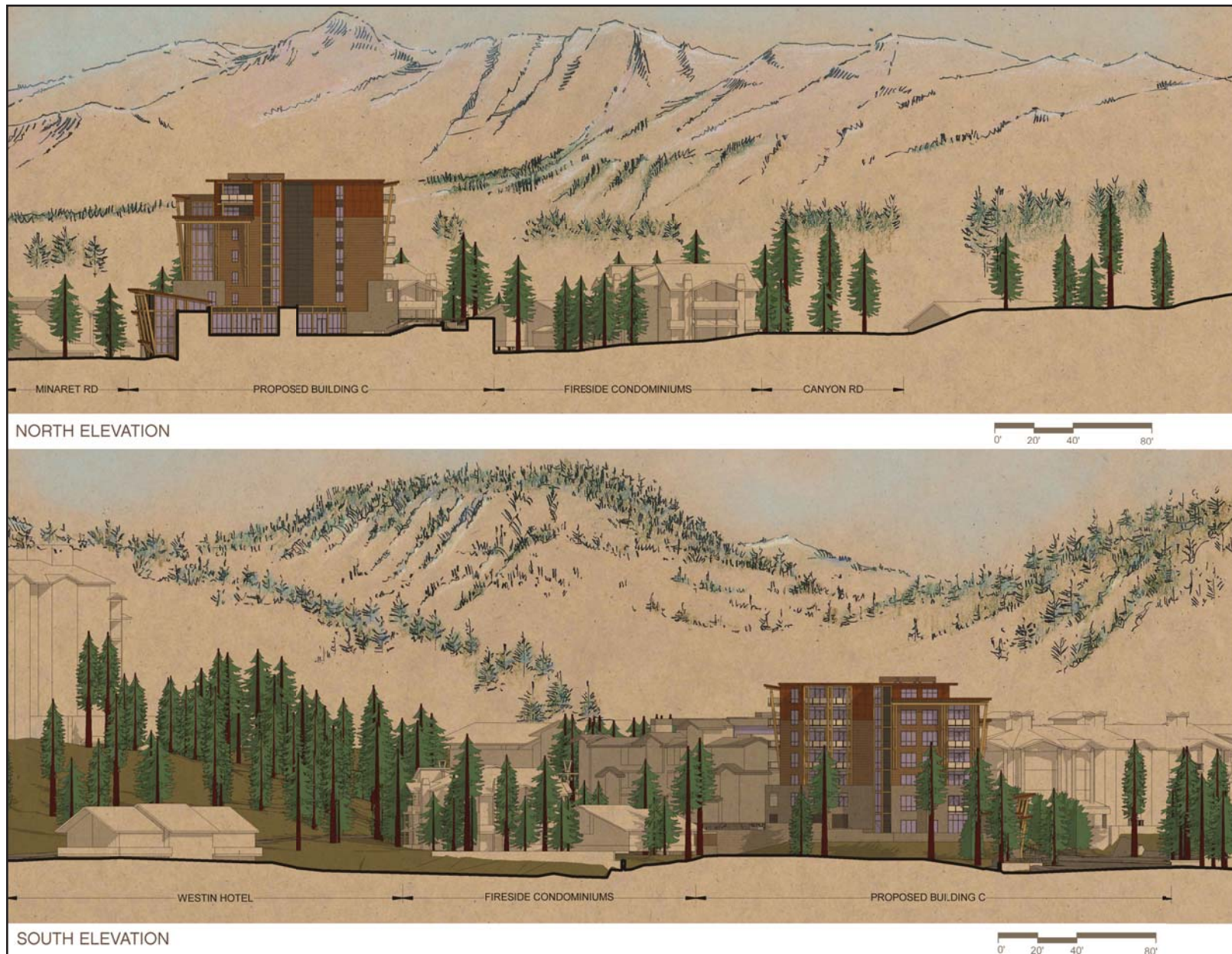
The maximum permitted height within the NVSP RG zone is 40 feet and the maximum projected height<sup>3</sup> is 50 feet with an additional three feet for roof appurtenances. The NVSP also allows up to an additional 12 feet of building height for affordable housing. When a building sits above a parking garage, building height is measured from the garage roof elevation, provided the garage is no more than 20 feet above natural grade. The currently approved design for Building C allows for a total of five stories with a maximum height of 62 feet plus another three feet for roof appurtenances.

- The project proposes a maximum height of seven stories (80 feet), when measured from the top of the existing parking structure podium, with an additional 4 feet, 6 inches, for roof appurtenances; refer to Exhibit 3-4, North and South Building Elevations, and Exhibit 3-5, East and West Building Elevations. The project proposes a zoning amendment to increase the maximum permitted height allowed for the project site.

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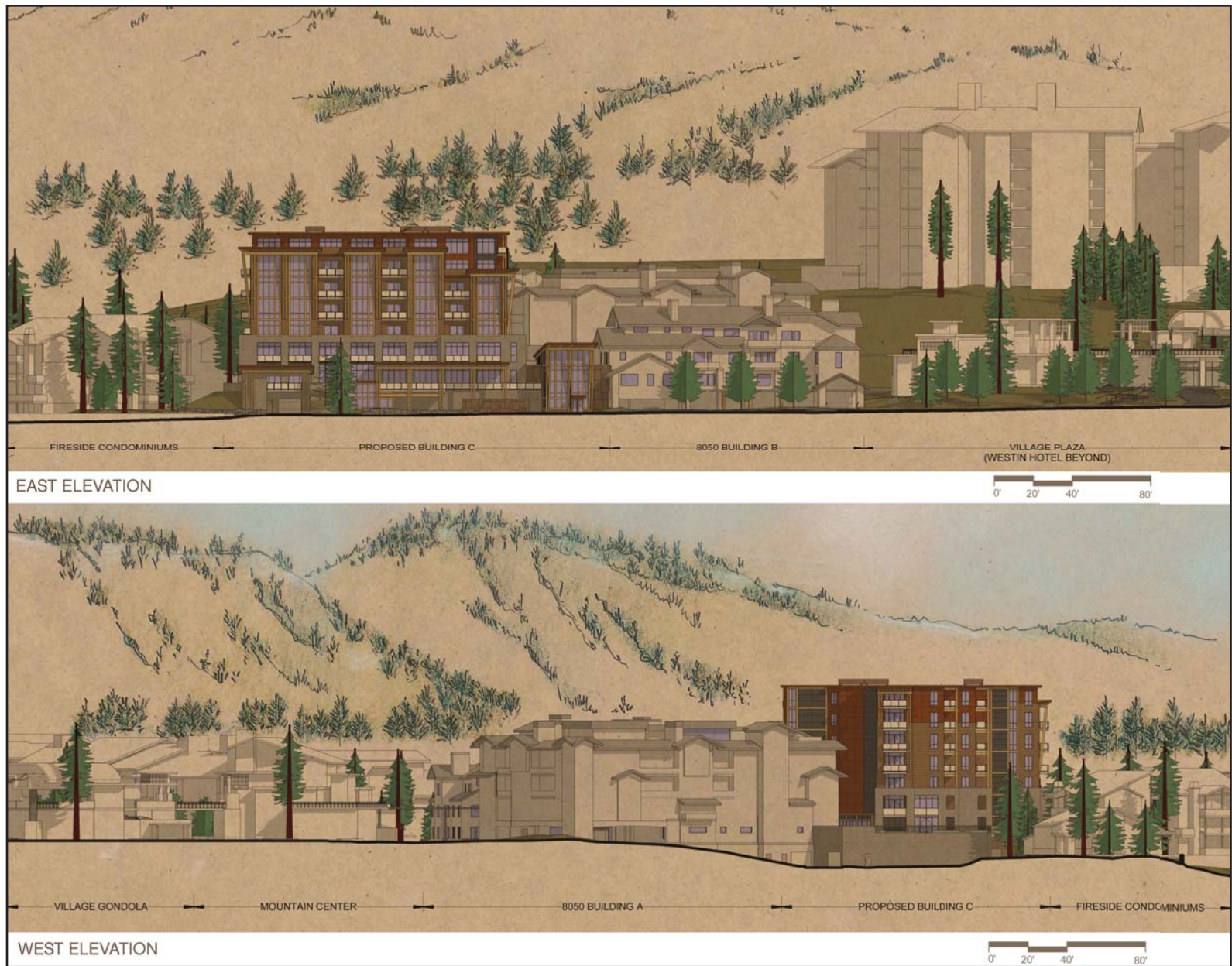
<sup>2</sup> A 79,798 square foot lot equates to 1.832 acres; 1.832 acres multiplied by 55 rooms per acre equals 100.75 rooms, which is rounded up to 101 total rooms allowed.

<sup>3</sup> The NVSP allows a "projected height" above the permitted height, provided that a roughly equivalent reduction in building footprint area above the height is provided below the permitted height, and no more than 50 percent of the building square footage exceeds the permitted height.



Source: Bull Stockwell Allen, May 22, 2014.





Source: Bull Stockwell Allen, May 22, 2014.

### Building Setbacks

The proposed project conforms to the minimum of 10-foot side and rear yard setbacks. However, the project would require a zoning amendment for the front yard setback area along Minaret Road for a reduced setback; refer to Exhibit 3-6, *Proposed Setbacks*.

The reduced setback along Minaret Road intends to:

- Provide a stepped building façade that includes attractive detailing and articulated design;
- Improve the quality of the streetscape and improve pedestrian safety by providing a pedestrian entrance and roof overhangs; and
- Improve pedestrian circulation and connectivity with the street through a signature building entry at street level (i.e., a welcoming pedestrian porte cochere).

An additional setback is described in a private agreement between Fireside at the Village condominiums to the south and the 8050 property owner (Settlement Agreement, Mutual Release, and Joint Escrow Instructions). Since this is a private agreement, and the Town of Mammoth Lakes is not a party, the Town is not responsible for enforcing the terms and conditions of this agreement.

### Site Access

Vehicle access to the project site would occur at the existing site entry at Canyon Boulevard. The proposed project does not seek to alter the existing approved access on the property. In addition, enhanced pedestrian access along Minaret Road and access between the existing 8050 project and Building C are proposed to allow access to and from hotel amenities. The project features a signature street level pedestrian porte cochere that would serve as gateway access into the project from Minaret Road, allowing for pedestrian integration and improved circulation.

The northeastern portion of the project site would also accommodate a visitor serving public kiosk or retail space at the street level that would open up to a proposed public pocket park.

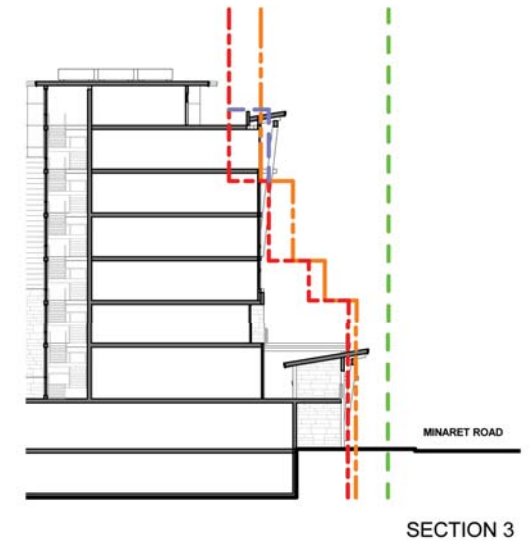
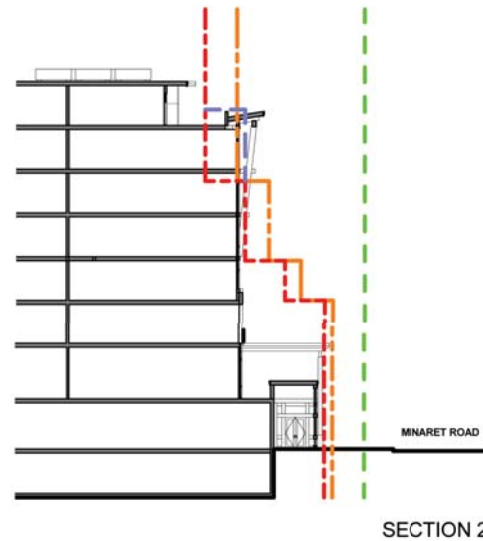
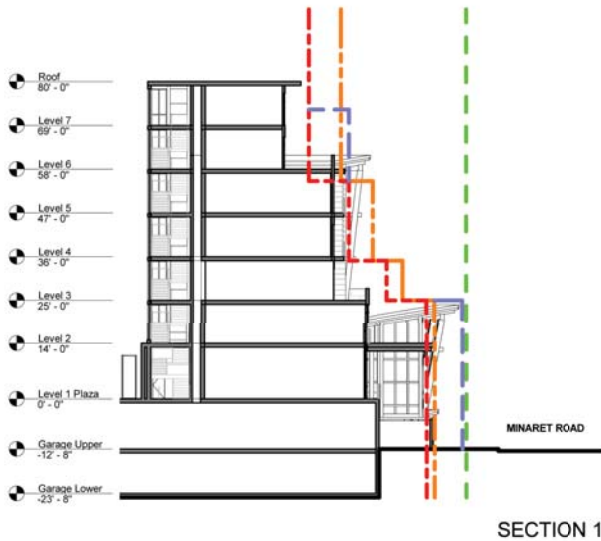
### Site Coverage

The site coverage of the existing on-site buildings and parking structure is approximately 62 percent of the total lot area. The proposed project would be constructed on top of the parking podium with similar site coverage. However, the project would also provide enhanced street frontage improvements along Minaret Road (such as the pedestrian entry feature and public kiosk), which would increase the maximum lot coverage to 70 percent (as allowed within the NVSP RG zone).





- PROPERTY LINE
- REQUESTED STEPPED SETBACK LINE FOR PROPOSED INN
- STEPPED SETBACK LINE PER NVSP
- 20% SETBACK REDUCTION AS GRANTED TO DEMPSEY SITE



Source: Bull Stockwell Allen, June 18, 2014.

### Building Floor Area

The overall floor area is approximately 139,446 square feet on the 1.83-acre site (which includes the 8050 Buildings A, B, and C, as proposed by the project), resulting in approximately 76,200 square feet per acre. A maximum allowable building floor area within the NVSP RG zone of 87,000 square feet per acre is allowed.

### Drainage

A storm drain inlet would be required to be relocated to the entry way on Minaret Road. Drainage is routed through the subterranean parking structure to an existing Conspan retention structure near the parking structure entrance on Canyon Boulevard. The drainage would not be altered as a result of the proposed project.

### Parking

The total parking required in the NVSP for the 8050 site, including the proposed project, is 112 spaces. This includes residential parking for the existing Buildings A and B, including parking for the existing Building B commercial,<sup>4</sup> and the proposed project. A private parking agreement reserves 50 spaces in the 8050 parking structure for Fireside at the Village condominiums.

Proposed parking for the project would be accommodated via the existing parking structure and the valet parking areas. The valet parking areas and driveway entry would provide storage for vehicles entering the site through vehicle stack parking. The valet parking area can accommodate approximately seven vehicles, and an additional two vehicles can be stored between the Canyon Boulevard curb and the valet drop-off area entry. Three valet parking attendants would be provided.<sup>5</sup>

Parking for delivery vehicles, including large trucks, would occur off of Canyon Boulevard in the driveway area or in the porte cochere.

The property owner, iStar, has an agreement with Mammoth Mountain Ski Area (MMSA) to provide up to 50 parking spaces on property owned by iStar. To date, iStar has been providing these spaces in the existing 8050 parking structure. Once the proposed project is developed, it is assumed that no spaces would be available in the 8050 parking structure for MMSA parking during peak occupancy periods. Consistent with the flexible terms of the above-referenced agreement, iStar anticipates providing the MMSA spaces at one or more other properties owned by iStar, such as the Mammoth Crossing properties along Lake Mary Road and Minaret Road.

### Affordable Housing Mitigation Plan

On November 5, 2003, the Town Council adopted Resolution No. 2003-63, by which the Town Council identified the “value of cost gap per Employee Housing Unit (EHU)” in the amount of \$52,802. This resulted in the establishment of an Affordable Housing Mitigation In-Lieu Fee of \$30,889 per Full Time Employee Equivalent (FTEE), which equates to the \$52,802 per EHU.

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<sup>4</sup> This includes 12 commercial parking spaces for Building B per the original approval.

<sup>5</sup> LSA Associates Inc., *Inn at the Village Valet Operation Analysis*, October 23, 2013.

On August 12, 2004, Mammoth 8050, LLC, the original developer of the 8050 project, and the Town entered into an In-Lieu Fee Agreement for the EHUs (AH In-Lieu Fee Agreement) to mitigate the impact the proposed 8050 project would have on the availability of workforce housing within the community, and to provide additional housing credits to the original developer. The AH In-Lieu Fee Agreement confirmed that at the time, the Town's value of each EHU was \$52,802. Nonetheless, the AH In-Lieu Agreement provides that in exchange for credit for 30 EHUs, the original developer would pay the Town \$3,000,000 (\$100,000 per EHU credit), in three separate payments of \$1,000,000, in connection with each phase of the proposed project (e.g., Buildings A, B, and C). Pursuant to the AH In-Lieu Fee Agreement, the original developer paid the Town in-lieu fees totaling \$2,000,000. The original developer, however, did not construct Building C at 8050 and did not pay the Town the final payment of \$1,000,000 when it became due.

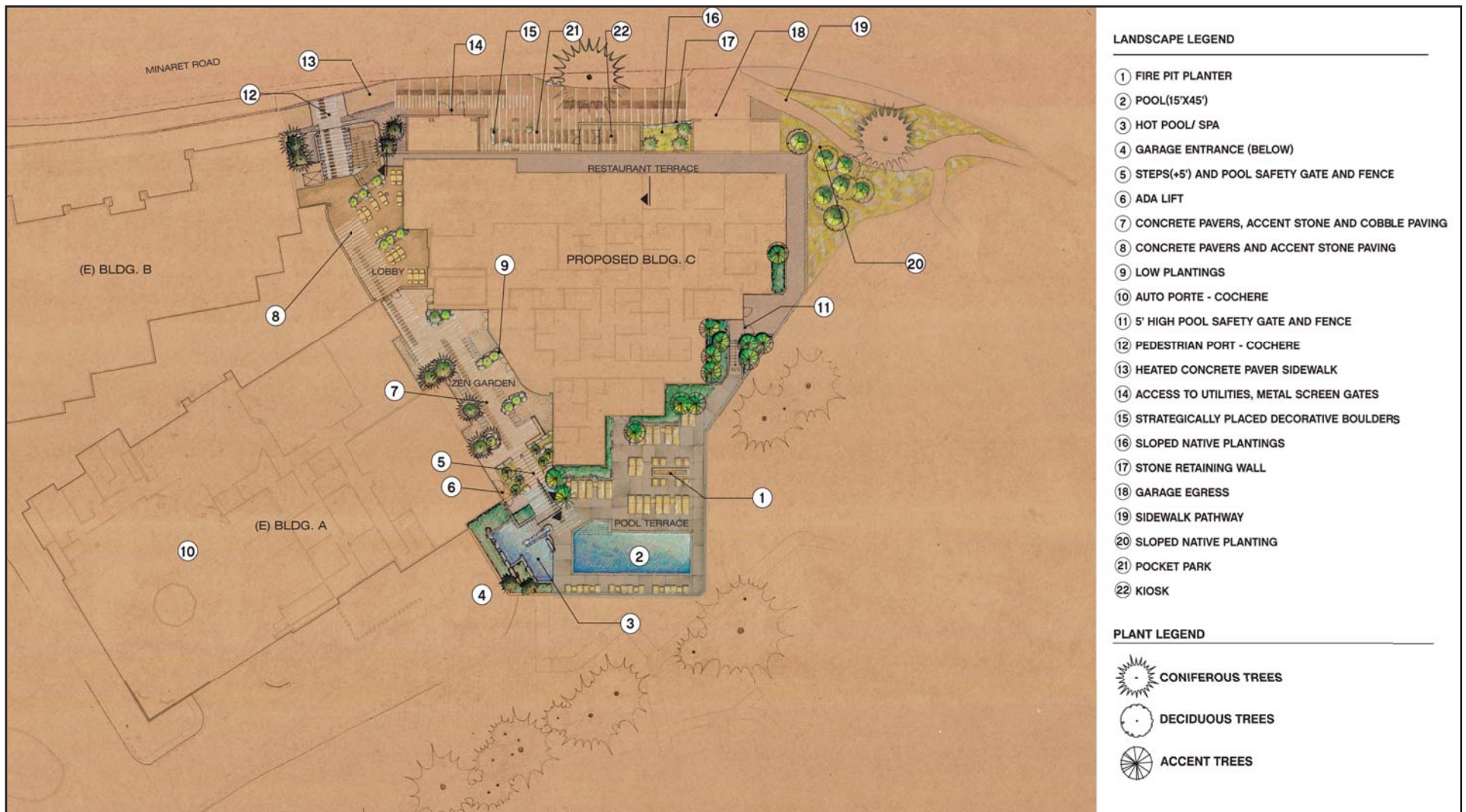
At the rate of \$100,000 per EHU, the \$2,000,000 that the original developer paid the Town in mitigation fees yielded credits for 20 EHUs. In addition, the original developer received credit for two EHUs for demolishing two commercial buildings on the project site, for a total of 22 EHUs. The construction of Buildings A and B by the original developer generated a demand for 17.5 EHUs. Therefore, the 8050 project maintains a credit of 4.5 EHUs.

The AH In-Lieu Fee Agreement provides as follows: "In the event the formula for calculating housing requirements shall be changed prior to the Remaining Credits being utilized to offset housing mitigation requirements, the value of such Remaining Credits shall be applied in conformance with the formulas in effect at the time of use of the Remaining Credits." Since the effective date of the AH In-Lieu Fee Agreement, the Town has changed its affordable housing policy. The Town's interim housing policy (Town Council Resolution 09-76) now requires that 10 percent of the total project units be provided for on-site affordable housing; however, an Affordable Housing Mitigation Plan (AHMP) may be approved instead of providing on-site housing if a substantial additional affordable housing benefit is achieved.

The Applicant proposes to construct up to 67 bedrooms in Building C. Pursuant to the Town's interim housing policy, those 67 bedrooms would require the Applicant to provide 6.7 bedrooms (6.7 EHUs) on the project site. Since each of the project's 4.5 existing EHU credits was generated at the rate of \$100,000 per EHU (which is 189% of the then-value of \$52,802 per EHU), the Town has already achieved a substantial additional affordable housing benefit for each of the project's 4.5 EHU credits. Therefore, the Applicant will apply for an AHMP which confirms that no additional housing mitigation is required beyond the Application of the project's existing credit of 4.5 EHUs. The Town and Mammoth Lakes Housing, Inc. would evaluate the Applicant's AHMP request.

### Landscaping

Landscaping for the project would include a combination of planting areas. Along the northeast and southeast sides of the building, native plant communities, shrubs, and related groundcover would be utilized; refer to Exhibit 3-7, Landscape Plan. A Zen garden is proposed on the western side of the building. This area would include concrete pavers, accent stone, and cobble paving. Native trees (such as Red Fir, Lodgepole Pine, Mountain Hemlock, Mountain Maple, Mountain Alder, Western Chokecherry, Western Water Birch, and Quaking Aspen) would be installed along the perimeter of the proposed structure.



Source: Bull Stockwell Allen, June 19, 2014.

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Although, some vegetation (including sapling trees along Minaret Road) would be removed as a result of the proposed street frontage improvements, several existing trees would be preserved, and new trees would be installed, as discussed above. A Tree Protection/ Preservation Plan would be implemented to preserve and protect existing trees, shrubs, and other plant materials including plants on adjoining properties during grubbing and grading, site preparation, and construction activities; refer to Exhibit 3-8, *Tree Protection/Preservation Plan*. Existing Pine trees to be protected-in-place range from 10 to 24 inches in diameter at breast height (DBH); no trees six inches DBH or greater would be removed as part of the proposed project (as encouraged by the Town's Municipal Code).

The proposed pocket park would be approximately 532 square feet. Decorative pervious and impervious paving and a Zen-style rock garden with public benches and boulders for street-side seating would be installed. The area would be sited under a two-story heavy timber pergola, providing weather protection.

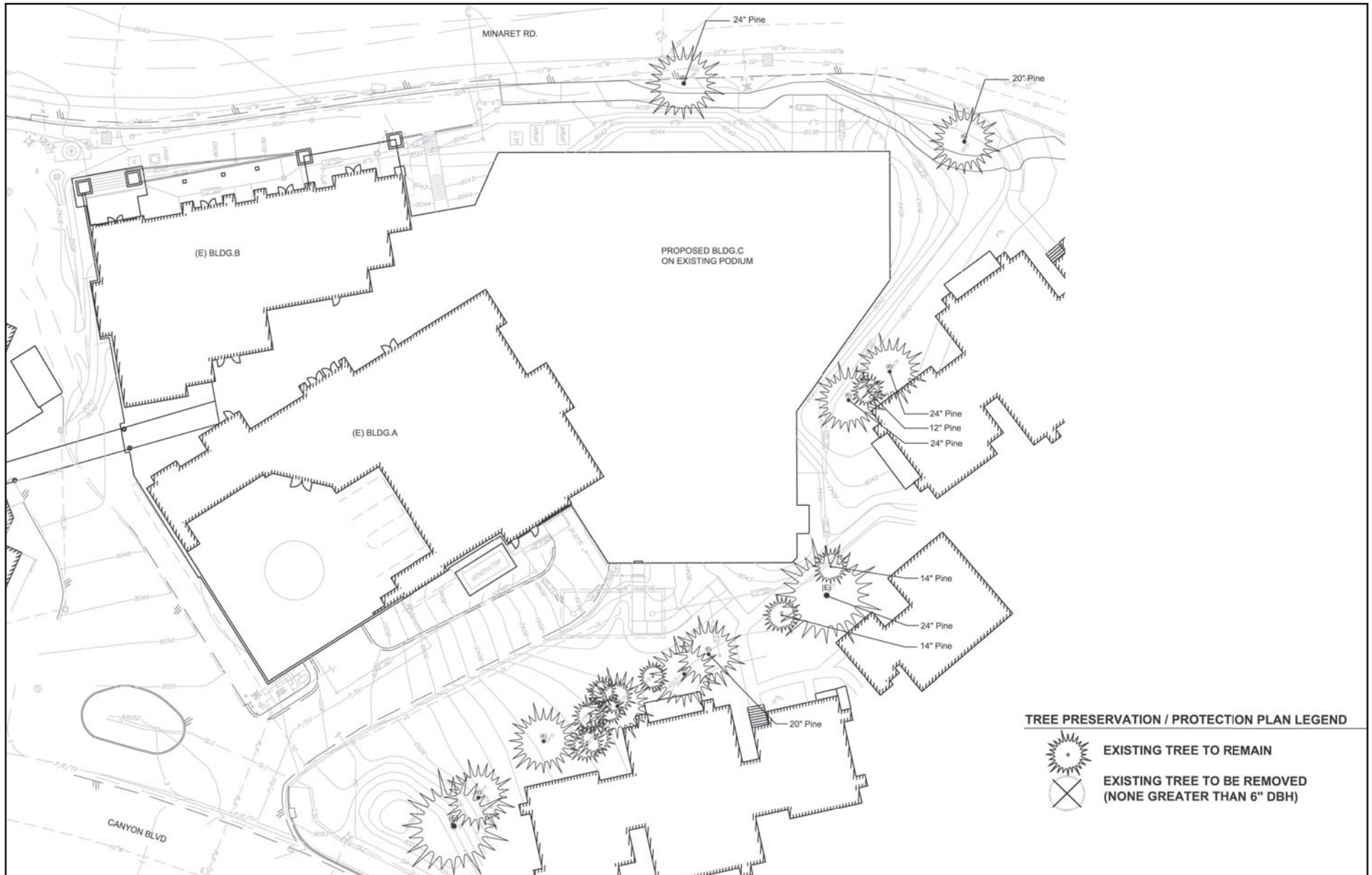
#### Fire Lane

The project proposes a new fire lane along Minaret Road, to the south of the existing parking structure entrance. The new fire lane would be 60 feet in length by 16 feet in width. The existing retaining wall and sidewalk would be relocated and realigned farther to the west. The relocated retaining wall would appear similar in height as the existing retaining wall. The relocated sidewalk (with new pedestrian safety railing) would be realigned along the relocated wall and then would connect into the future sidewalk planned to the south of the project site, along Minaret Road. Due to the encroachment of the fire lane into California Department of Transportation (Caltrans) right-of-way, Caltrans would need to approve this encroachment.

#### Energy Saving Measures

The project would incorporate the following energy saving measures:

- South facing units feature deep balconies in front of window walls that act as a sun shade in combination with high, operable windows to provide the desired amount of solar gain and stack effect air circulation.
- A super insulated roof system would minimize thermal transfer through the roof with a combination of built-up rigid insulation above the structural deck and an additional layer of batt insulation applied below the deck.
- Dual method wall insulation would provide a high insular value, and a substantial thermal break in the exterior wall, reducing air infiltration and condensation within the wall cavity to create an extremely robust and long-lived thermal envelope.
- Extensive use of light emitting diode (LED) lighting would be used in a variety of lighting fixtures.
- Weather-lock vestibule at the proposed pedestrian street entry would be positively pressurized to keep warmed or cooled air inside the building and untreated, unfiltered air out.



Source: Bull Stockwell Allen, May 27, 2014.

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- The plaza level circulation and amenity spaces would include operable fenestration and, in some areas, fully opening wall panels to embrace the summer season's mild climate.

### Grading

A minor amount of grading would be required along the perimeter of the project site, specifically along Minaret Road to allow for pedestrian improvements (the public kiosk and pocket park) and a new fire lane (to the south of the existing parking structure driveway).

### Snow Management

Snow storage would be provided for the proposed heated paver sidewalk and heated paved pool deck. The existing Benefit Assessment District (BAD) for the NVSP area would maintain the heated paver sidewalk, and the BAD would haul snow off site, as necessary. Snow storage for the existing driveway located off of Canyon Boulevard would remain unchanged.

Ice build-up on roof eaves would be prevented with heated roof gutters that would convey runoff from the roof and eaves to existing stormwater retention systems. Adequate roof access would also be provided to remove cornices as needed.

### Construction Phasing and Staging

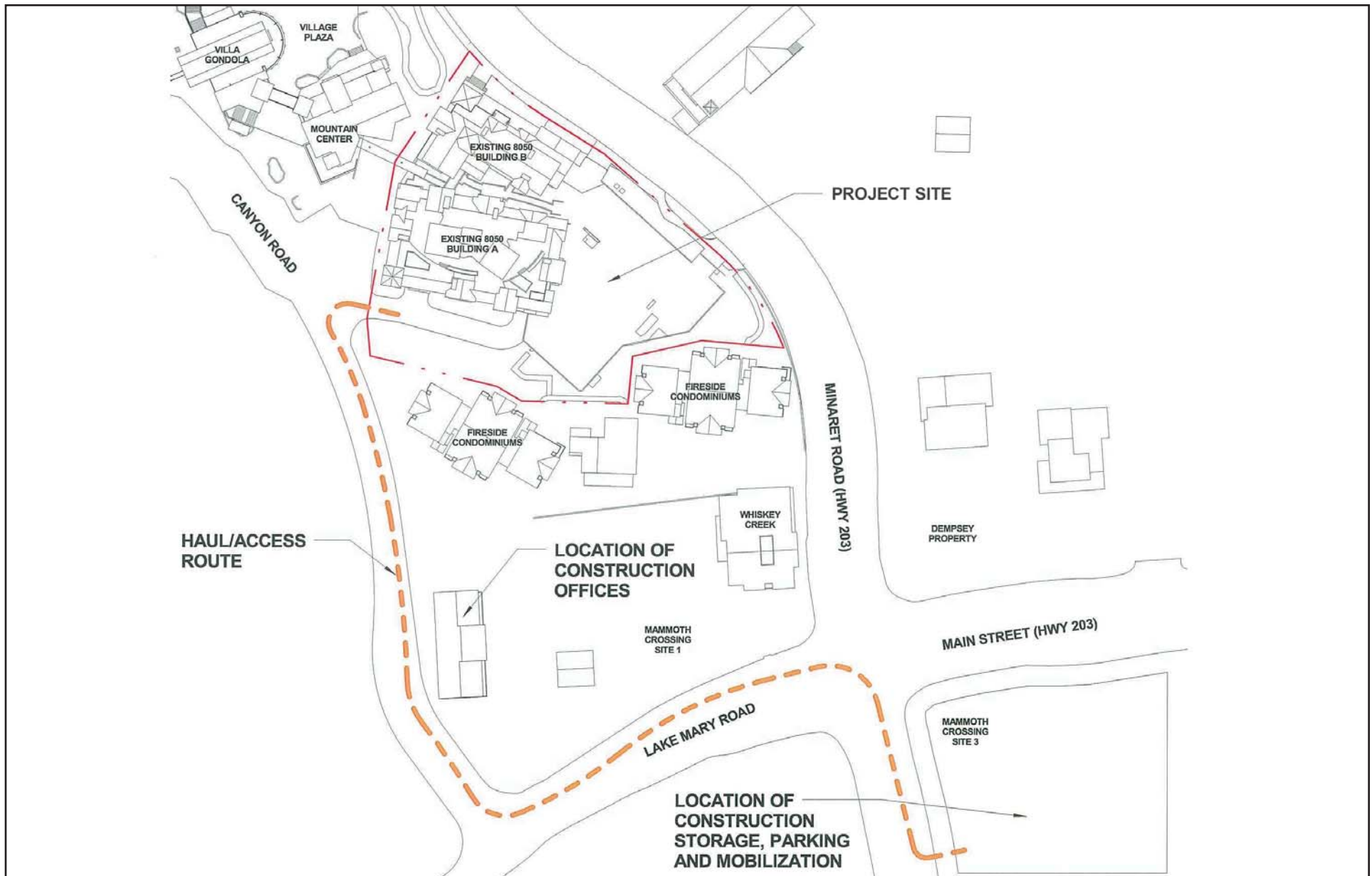
The project would commence with above-grade improvements and be completed in a single phase. The construction of the proposed project is anticipated to take 12 months. During construction, the construction offices would be accommodated nearby on the Mammoth Crossing property located on the northeast corner of Canyon Road and Lake Mary Road while construction phase parking, mobilization, and storage of materials would be located on the southeast corner of Minaret Road and Main Street; refer to Exhibit 3-9, Construction Staging Plan. During construction staging, the buildings located on these two sites would remain accessible to emergency services.

## **3.4 GOALS AND OBJECTIVES**

Pursuant to CEQA Guidelines Section 15124(b), the project description must include “[a] statement of objectives sought by the proposed project.... The statement of objectives should include the underlying purpose of the project.”

### **TOWN GOALS AND OBJECTIVES**

The Town is comprised of 12 districts and four mountain portals, as described in the Neighborhood and District Character Element of the 2007 General Plan. Master planning of these specific districts provides a basis for future land use decisions incorporating the goals, policies, and actions in the Land Use and Community Design Elements as well as the Neighborhood and District Character Element. The characteristics of each district provide a sense of place regarding structure, function, and a district center. The project site is located in the North Village District and the identified characteristics for this district are as follows:



Source: Bull Stockwell Allen, February 28, 2014.

NOT TO SCALE





- Viewsheds to Sherwin Range and the Knolls are preserved;
- Landscape that recalls the Eastern Sierra and establishes scale and street edge;
- Create a sense of exploration using pedestrian-oriented sidewalks, plazas, and courtyards with pedestrian comforts;
- Easy pedestrian access across main streets;
- Gateway intersection at Minaret Road and Main Street/Lake Mary Road;
- Visitor-oriented entertainment retail district;
- Active day and evening through all four seasons, designed to achieve a two to three hour visit;
- Resort and resident activities, amenities, and services;
- Animation with retail and significant businesses oriented to the street;
- Retail and services in “storefront” setting located at the sidewalk;
- A variety of resort lodging supported by meeting facilities, outdoor activities, and restaurants, arts, culture, and entertainment;
- Create year-round non-vehicular links to mountain portals;
- Lake Mary Road connected to the North Village District by trails;
- Shared and pooled parking, convenient structured parking, and small-scale street adjacent surface parking; and
- Encourage living and working in close proximity to transit-oriented development.

## NVSP GOALS AND OBJECTIVES

The NVSP aims to create a set of land use designations and development standards which facilitate the development (or renovation) of the NVSP area as a concentrated, pedestrian-oriented activity center with limited vehicular access. The NVSP is intended to achieve year-round uses and visitor activity, strengthen the existing winter visitor market, and improve Mammoth’s attractiveness to spring, summer, and fall resort visitors. The key objective of the NVSP, and consequently the Land Use Element, is to enhance the Town’s image as a destination resort community, through the creation of a high profile, pedestrian-oriented, resort activity center where lodging, restaurants, shopping, housing, and recreational opportunities are located within proximity to one another and easily accessible by transit.

There are six land use districts established within the NVSP. As previously noted, the project site is located in the NVSP RG. RG has been assigned to parcels adjacent to and easily accessible to the plaza, but still within the Pedestrian Core Overlay area. The Pedestrian Core area is intended to be a mixed-use village with commercial uses on the ground level and accommodation units on upper floors. The scale of the individual ground level shops vary. RG uses are intended to provide visitor-oriented resort services, but retail uses are limited to multi-tenant complexes or within full-service hotels. Restaurants are generally the only freestanding uses permitted in the NVSP RG district.

The RG objectives identified in NVSP are as follows:

- To provide resort accommodations and supporting commercial facilities for visitor-oriented activities and facilities;
- To provide a transition zone between the Plaza Resort and Specialty Lodging uses within North Village and surrounding residential uses; and
- To provide integrated pedestrian access to and from the plazas.

## PROJECT GOALS AND OBJECTIVES

The intent of the proposed project is to create a better relationship and integration with Minaret Road, with a signature street level pedestrian porte cochere and other features that would animate the streetscape and serve as an inviting portal into the proposed hotel. In a commitment to help the NVSP area realize its place-making potential, the key goals and objectives of the project are to:

- Greatly improve the project's relationship with the streetscape by introducing the porosity that allows for ease of pedestrian integration with Minaret Road;
- Populate and animate this section of Minaret Road and allow for ease of access to and from the proposed hotel amenities via the inviting pedestrian porte cochere;
- Provide streetscape features, including an informational kiosk and a pocket park;
- Deliver much needed critical mass in terms of hotel beds to substantively help the NVSP area achieve economic sustainability;
- Provide an array of services and amenities that make the NVSP area a much more compelling destination for tourists and locals alike;
- Eliminate the need for any additional curb cuts along Minaret Road, which would be disruptive to pedestrian flows, by utilizing the existing vehicular access to Building C off of Canyon Boulevard;
- Improve the animation and vibrancy of the streetscape along Minaret Road with the addition of terraces for casual gathering or dining;

- Provide an array of amenities and related back-of-the-house functions that would allow for the inn to operate efficiently and attract an experienced and quality hotel operator to reinforce 8050's quality as a compelling year-round destination for visitors and locals alike;
- Deliver a LEED certifiable project consistent with the shared environmental values of the Town and the Applicant;
- Utilize a contextually sensitive architectural vernacular that departs from the repetitive and mostly uninspiring design solutions associated with earlier generation lodging properties within the community;
- Deliver a project that takes into account snow country design issues and constraints; and
- Produce a compelling, iconic, and economically sustainable lodging project that acts as a catalyst for the revitalization and added vibrancy of the NVSP area.

### **3.5 PROJECT APPROVALS**

The Town, as Lead Agency for the project, has discretionary authority over the project. In order to implement the proposed Inn at the Village, the Applicant would need to obtain, at a minimum, the following discretionary permits/approvals:

- Subsequent Environmental Impact Report Certification;
- District Zoning Amendment;
- Tentative Tract Map;
- Conditional Use Permit;
- Encroachment Permit (California Department of Transportation);
- Design Review Permit; and
- Final Map(s).

In addition, grading permits and building permits (which are non-discretionary actions) would be necessary for project implementation.



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